

**National Transportation Safety Board
Washington, DC 20594**

Brief of Accident

Adopted 07/23/2003

ANC03LA030 File No. 13663	01/30/2003	Russian Mission, AK	Aircraft Reg No. N1276P	Time (Local): 03:30 AST												
			<table border="0"><tr><td></td><td>Fatal</td><td>Serious</td><td>Minor/None</td></tr><tr><td>Crew</td><td>0</td><td>0</td><td>1</td></tr><tr><td>Pass</td><td>0</td><td>0</td><td>4</td></tr></table>		Fatal	Serious	Minor/None	Crew	0	0	1	Pass	0	0	4	
	Fatal	Serious	Minor/None													
Crew	0	0	1													
Pass	0	0	4													
Make/Model: Cessna / 208B																
Engine Make/Model: Pratt & Whitney Canada / PT6A-114A																
Aircraft Damage: Substantial																
Number of Engines: 1																
Operating Certificate(s): Commuter Air Carrier; On-demand Air Taxi																
Name of Carrier: GRANT AVIATION INC																
Type of Flight Operation: Air Medical (Medical Emergency); Non-scheduled; Domestic; Passenger Only																
Reg. Flight Conducted Under: Part 135: Air Taxi & Commuter																
Last Depart. Point: Same as Accident/Incident Location			Condition of Light: Night/Dark													
Destination: Bethel, AK			Weather Info Src: Pilot													
Airport Proximity: On Airport			Basic Weather: Visual Conditions													
Airport Name: Russian Mission			Lowest Ceiling: None													
Runway Identification: Unk/Nr			Visibility: 10.00 SM													
Runway Length/Width (Ft): Unk/Nr			Wind Dir/Speed:													
Runway Surface:			Temperature (°C): Unk/Nr													
Runway Surface Condition:			Obstr to Vision: None													
			Precipitation: None													
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Pilot-in-Command	Age: 40	Flight Time (Hours)														
Certificate(s)/Rating(s)		Total All Aircraft: 9800														
Airline Transport; Multi-engine Land; Single-engine Land; Helicopter		Last 90 Days: 34														
Instrument Ratings		Total Make/Model: 3500														
Airplane		Total Instrument Time: 660														

The pilot did not place the tail stand under the tail of the airplane while loading a medical patient, and the airplane went down on its tail tie down ring, damaging the tail structure. A mechanic for the operator said the FS 427.88 bulkhead and tail tie down assembly were replaced due to the damage.

Brief of Accident (Continued)

ANC03LA030				
File No. 13663	01/30/2003	Russian Mission, AK	Aircraft Reg No. N1276P	Time (Local): 03:30 AST

Occurrence #1: MISCELLANEOUS/OTHER
Phase of Operation: STANDING - ENGINE(S) NOT OPERATING

Findings

1. FUSELAGE,BULKHEAD - BUCKLED
2. (C) MISCELLANEOUS EQUIPMENT - NOT USED - PILOT IN COMMAND

Findings Legend: (C) = Cause, (F) = Factor

The National Transportation Safety Board determines the probable cause(s) of this accident as follows.
The failure of the pilot to use a tail stand while loading passengers, which resulted in the airplane's tail impacting the ground.